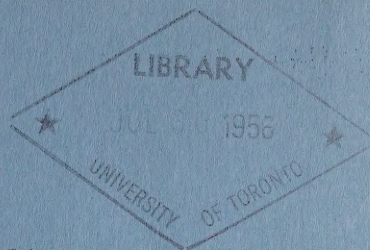


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CANADA



CATALOGUE OF
CANADIAN HYDROGRAPHIC SERVICE
NAUTICAL CHARTS
AND SAILING DIRECTIONS
FOR
INLAND WATERS
OF CANADA

ISSUED
APRIL 1954
BY
THE CANADIAN HYDROGRAPHIC SERVICE
SURVEYS AND MAPPING BRANCH
DEPARTMENT OF MINES AND TECHNICAL SURVEYS
OTTAWA, CANADA

PRICE: 50 CENTS



CANADA

CATALOGUE OF
CANADIAN HYDROGRAPHIC SERVICE
NAUTICAL CHARTS
AND SAILING DIRECTIONS
FOR
INLAND WATERS OF CANADA

INCLUDING
THE GREAT LAKES

ST. LAWRENCE RIVER (Quebec to Kingston) • RICHELIEU RIVER
OTTAWA RIVER • RIDEAU WATERWAY
TRENT-SEVERN WATERWAY • LAKE OF THE WOODS
LAKE WINNIPEG • GREAT SLAVE LAKE
MACKENZIE RIVER
AND
OTHER CANADIAN GOVERNMENT PUBLICATIONS
OF INTEREST TO MARINERS

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OTTAWA, CANADA

All Nautical Charts are sold for 75 cents per copy unless otherwise noted in the catalogue. Payment for same must be made in advance, by postal or express money order (postage stamps will not be accepted) made payable to the order of the Receiver General of Canada and addressed to the

Dominion Hydrographer, Canadian Hydrographic Service,
Surveys and Mapping Branch,
No. 8 Temporary Building,
Ottawa, Canada.

Other Canadian Government publications listed in this catalogue, are furnished at the prices quoted.

Charts of United States waters of the Great Lakes and St. Lawrence River are published by United States Lake Survey, Corps of Engineers, Detroit 26, Mich., U.S.A.

NOTE. Pilots, masters or others interested, are earnestly requested to furnish information regarding newly discovered dangers, changes in aids to navigation, the existence of new shoals or channels, errors in publications or other information, that, it is considered, would be useful for the correction of Nautical Charts and Hydrographic Publications affecting Canadian waters.

Following the publication of this catalogue, corrected to April 1954, notice of each new chart or Hydrographic publication will be given in Dominion of Canada "Notice to Mariners" issued periodically by the Marine Services Branch, Department of Transport, Ottawa.

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NOTES CONCERNING THE USE OF CHARTS AND OTHER PUBLISHED GUIDES TO NAVIGATION

The principal published guides to navigation—the Charts, the Sailing Directions, Tide and Current Tables, Lists of Lights and Fog Signals, List of Radio Stations—are all affected by the continual changes and alterations that take place, and mariners and owners are cautioned to use only the latest and corrected official editions of these publications.

Of these, the Charts should always be, so far as our knowledge permits, correct to date of publication or date of corrections made in the Hydrographic Office, as given in the lower left-hand corner. The Light Lists, and other guides mentioned above, should be noted for changes made after the chart was issued. The Sailing Directions, however, cannot from their nature, be so corrected, and in all cases, where they differ from charts of later date, the latter must be taken as the guide.

When navigating narrow channels, approaching or entering harbours, or other restricted passages, the large scale charts of such waters should be used.

Corrections from Supplements.—Notations referring to the Supplements should be made on the pages of the Sailing Directions affected.

Corrections from Notices to Mariners.—All small but important corrections, that can be made by hand, are published in "Notices to Mariners", and masters should at once place them on the charts to which they refer; when large or numerous corrections become necessary a new edition of the chart is issued. These new editions are issued principally because of changes in depths, channel lines, or in aids to navigation, and it is both dangerous and reprehensible to continue the use of the old charts.

In any communication with Hydrographic Offices concerning charts, the number of the chart (which will be found in the lower right-hand corner) should be given, as well as the date of publication (found below in the lower middle margin) and dates of corrections, that the edition referred to may be known.

The Canadian Lists of "Lights and Fog Signals" are published annually, about January 1 of each year. Alterations that take place after issue are notified to the public, and such alterations should be immediately noted in the lists and on the charts.

The Lists of Lights should always be consulted as to the details of a light, as the description in the Sailing Directions or on the chart may be obsolete, in consequence of changes made since publication.

The "Sailing Directions" are not corrected between issues, except occasionally for very important new rocks or dangers. "Notices to Mariners" referring to each volume are published from time to time.

When "Notices to Mariners" have accumulated since the last revision of the Sailing Directions, a supplement may be issued. This supplement will contain all notices issued and notes as to cancellation of certain portions of the edition of Sailing Directions to which they refer.

Whenever Charts, Sailing Directions or Lists of Lights are corrected by hand, a note to that effect should be written on the margin with date and authority for the correction.

The Use of Charts as Navigational Aids, and General Remarks Relating to Practical Navigation

Accuracy of a chart.—The value of a chart must manifestly depend upon the accuracy of the survey on which it is based, and this becomes more important the larger the scale of the chart.

To estimate this, the date of the survey, which is always given in the title, is a good guide. Besides the changes that, in waters where sand or mud prevails, may have taken place since the date of the survey, the earlier surveys were mostly made under circumstances that precluded great accuracy of detail, and, until a plan founded on such a survey is tested, it should be regarded with caution. It may, indeed, be said that, except in well-frequented harbours and their approaches, no surveys yet made have been so minute in their examination of the bottom as to make it certain that all dangers have been found. The fullness or scantiness of soundings is another indication as to whether a chart is complete. When the soundings are sparse or unevenly distributed, it may be taken for granted that the survey was not made in great detail.

Close examination by sounding is the only method by which surveys on a large scale can generally be made, and in view of the vast mileage of surveys yet requiring completion in the interest of navigation it would be a waste of time to undertake large scale coast surveys.

Blank spaces and irregular gaps among soundings on older charts, mean that no soundings have been obtained in these spots. When the surrounding soundings are deep it may with fairness be assumed that in the blanks the water is also deep; but when they are shallow, or it can be seen from the rest of the chart that reefs or banks are present, such blanks should be regarded with suspicion. This is especially the case off rocky coasts, and it should be remembered that in waters where rocks abound it is always possible that a survey, whether complete or detailed, may have failed to find every small patch.

A wide berth should therefore be given to every rocky shore or patch, and this rule should be invariably followed, *viz., that instead of considering a coast to be clear unless it is shown to be foul, the contrary should be assumed.*

Fathom Lines, a Caution.—Except in plans of harbours that have been surveyed in detail, the five-fathom line (in more recent editions the six-fathom line) on most charts is to be considered as a caution or danger line against unnecessarily approaching the shore or bank within that line, on account of the possibility of the existence of undiscovered inequalities of the bottom, which nothing but an elaborate detailed survey could reveal. In general surveys of coasts or of little frequented anchorages, the necessities of navigation do not demand the great expenditure of time required for such a detailed survey. It is not contemplated that ships will approach the shores in such localities without taking special precautions.

The ten-fathom line is, on rocky shores, another warning, especially for ships of heavy draught.

Charts where no fathom lines are marked must be especially regarded with caution, as it generally means that soundings were too scanty and the bottom too uneven to enable them to be drawn with accuracy.

Isolated soundings, shoaler than surrounding depths, should always be avoided, especially if ringed round, as there is no knowing how closely the spot may have been examined.

Chart on largest scale always to be used.—It sometimes happens that, from press of work, only the larger scale chart of a particular locality can at once receive any extensive alteration of coastline or soundings. This is an additional reason, besides the obvious one of the greater detail shown on such chart, why largest scale charts should always be used for navigation.

Caution in using small scale charts.—In approaching the land or dangerous banks, regard must always be had to the scale of the chart used. A small error in laying down a position means only yards on a large scale, whereas on a small scale the same amount of displacement means large fractions of a mile. This is particularly to be observed when coming to an anchor on a narrow ledge of convenient depth at some distance from the shore.

For the same reason, bearings to objects NEAR should be used in preference to objects farther off, although the latter may be more prominent, as a small error in a bearing or in laying it down on the chart has a greater effect in misplacing the position the longer the line to be drawn.

Buoys.—It is manifestly impossible that any reliance can be placed on buoys always maintaining their exact positions; they are shown, on the charts, in their official positions but, as stated, they may not be correctly placed in, or may have been moved from their positions by unknown causes. Buoys should therefore be regarded as warnings and not as infallible navigation marks, *especially when in exposed positions*, and a ship should always, when possible, be navigated by bearings of fixed objects on shore or angles between them, and not by buoys.

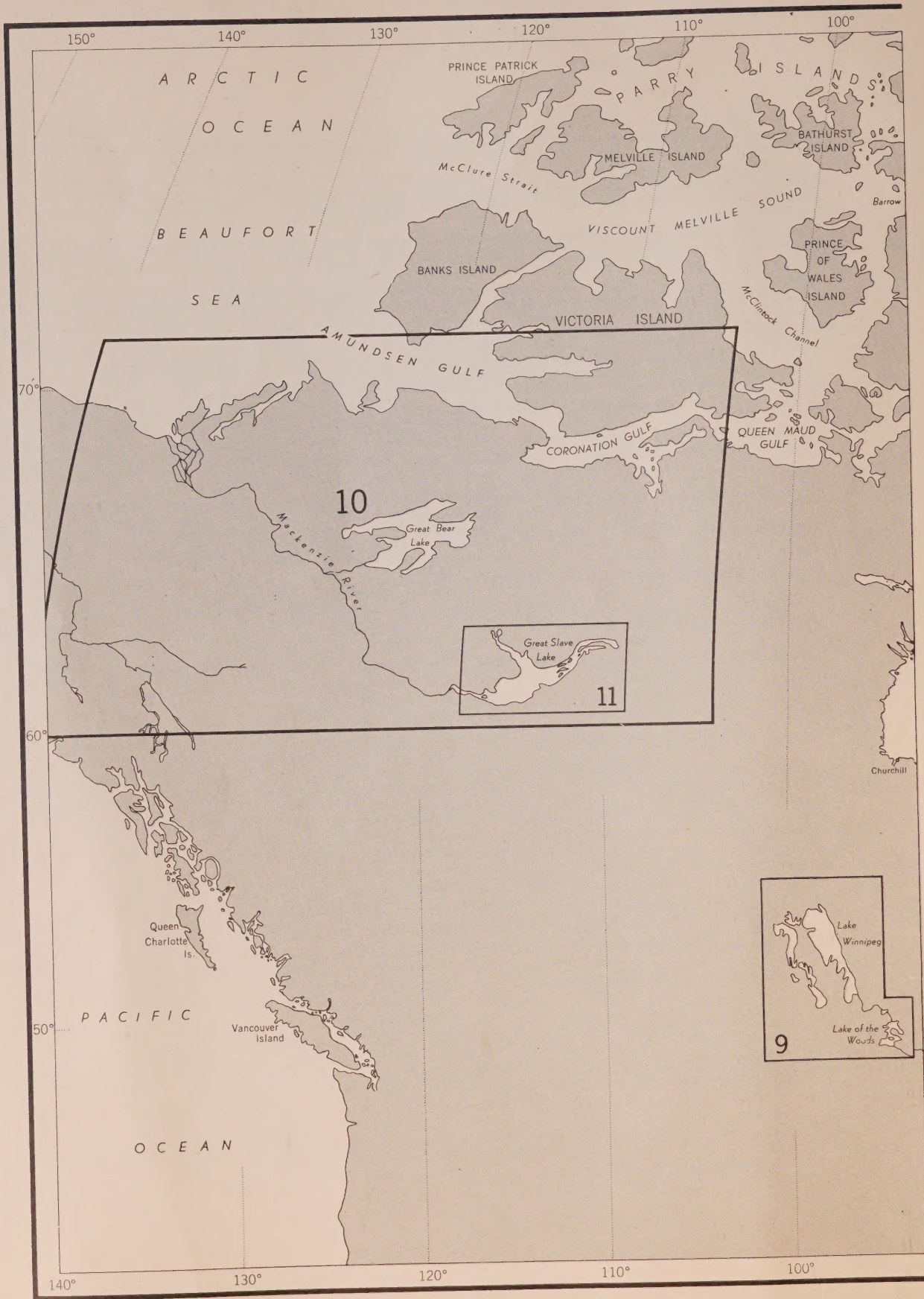
CANADIAN HYDROGRAPHIC SERVICE CHARTS MAY BE OBTAINED AT THE FOLLOWING PORTS

Quebec, Que.....	T. J. Moore & Co. Ltd., 122 Côte de la Montagne. Chief Signal Clerk, Marine Signal Service, Customs House Bldg., 2 St. André St.
St. Jean, Que.....	Customs House, Department of National Revenue.
Sorel, Que.....	District Marine Agent, Department of Transport.
Montreal, Que.....	Kelvin & Hughes (Canada) Ltd., 401 McGill St. R. H. Samson Co., 356-358 Youville St. Gabriel Aero-Marine Instruments Ltd., 461 McGill St. Harrison Co., 1448 St. Catherine St. W. Telecommunications Division, Department of Transport, 901 Bleury St.
Ottawa, Ont.....	Kelvin & Hughes (Canada) Ltd., 527 Sussex St. Canadian Hydrographic Service, No. 8 Temporary Bldg.
Cornwall, Ont.....	Kyte's, 217 Pitt Street.
Gananoque, Ont.....	I. W. Bennett & Son.
Clayton, N.Y., U.S.A.....	Geo. W. Mercier, Inc.
Kingston, Ont.....	Millan Bros., 53-55 Princess St.
Picton, Ont.....	Publow Marine Supplies.
Belleville, Ont.....	Wills Marina, 32 S. Front St.
Toronto, Ont.....	Boating Magazine, P.O. Box 400, Terminal "A", Kelvin & Hughes (Canada) Ltd., 35-37 Front St. E.
Port Colborne, Ont.....	Stan. Kennedy, 162 West St. Bell Marine & Mill Supply Ltd., West Pier. The Division Superintendent, Welland Ship Canal, Administration Bldg., Lock 8.
Grosse Pointe Woods, Mich.....	The Ship's Wheel, 19605 Mack Ave.
Sarnia, Ont.....	Randolph's, 222 N. Christina St.
Midland, Ont.....	Midland Boat Works, Ltd.
Parry Sound, Ont.....	District Marine Agent, Department of Transport.
Killarney, Ont.....	Jackman's General Store.
Little Current, Ont.....	Turners' (Manitoulin) Ltd.
Sault Ste. Marie, Ont.....	Superintending Engineer, Sault Ste. Marie Canal.
Port Arthur, Ont.....	Lowerys Limited, Cumberland and Park Sts.
Kenora, Ont.....	Henry's Book & Gift Store, 213 First St. S. Johnson's Pharmacy, 116 Main St., S.
Winnipeg, Man.....	District Engineer, Dept. of Public Works, 806 Confederation Life Bldg.

TRENT-SEVERN WATERWAY charts 2010-2011-2012-2013-2014, listed on pages 1 and 4, are obtainable also from the Superintending Engineer, Trent Canal Office, Department of Transport, Peterborough, Ont.

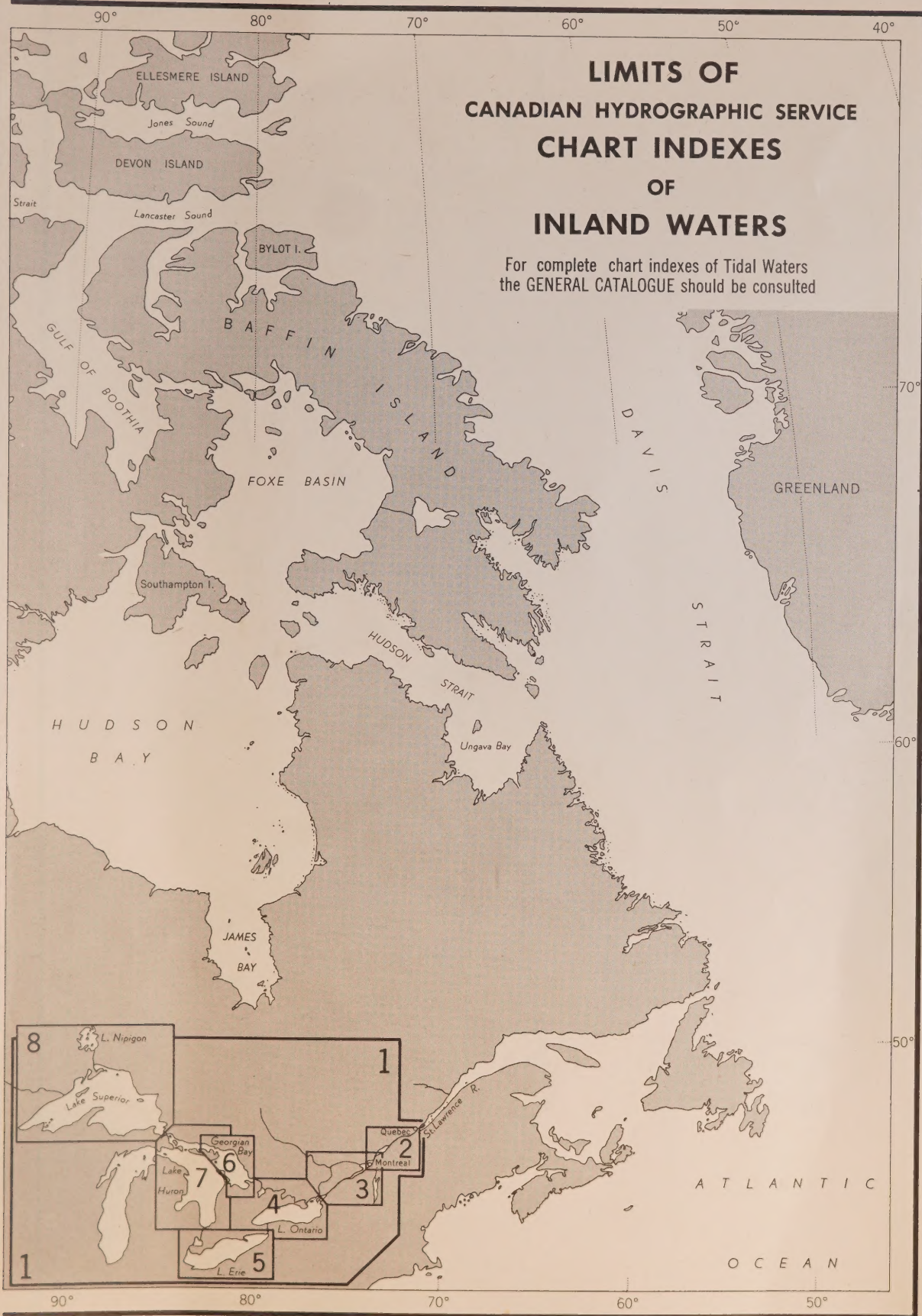
RIDEAU WATERWAY charts 1575 and 1576, listed on page 3 are obtainable also from the Canal Services, Department of Transport, Ottawa, Ont.

GREAT SLAVE LAKE AND MACKENZIE RIVER charts listed on pages 10 and 11 are obtainable also from the following offices of the Department of Resources and Development: Sub-Administrator, Hay River, N.W.T.; District Administrator, Fort Smith, N.W.T.; Mining Recorder, Yellowknife, N.W.T.



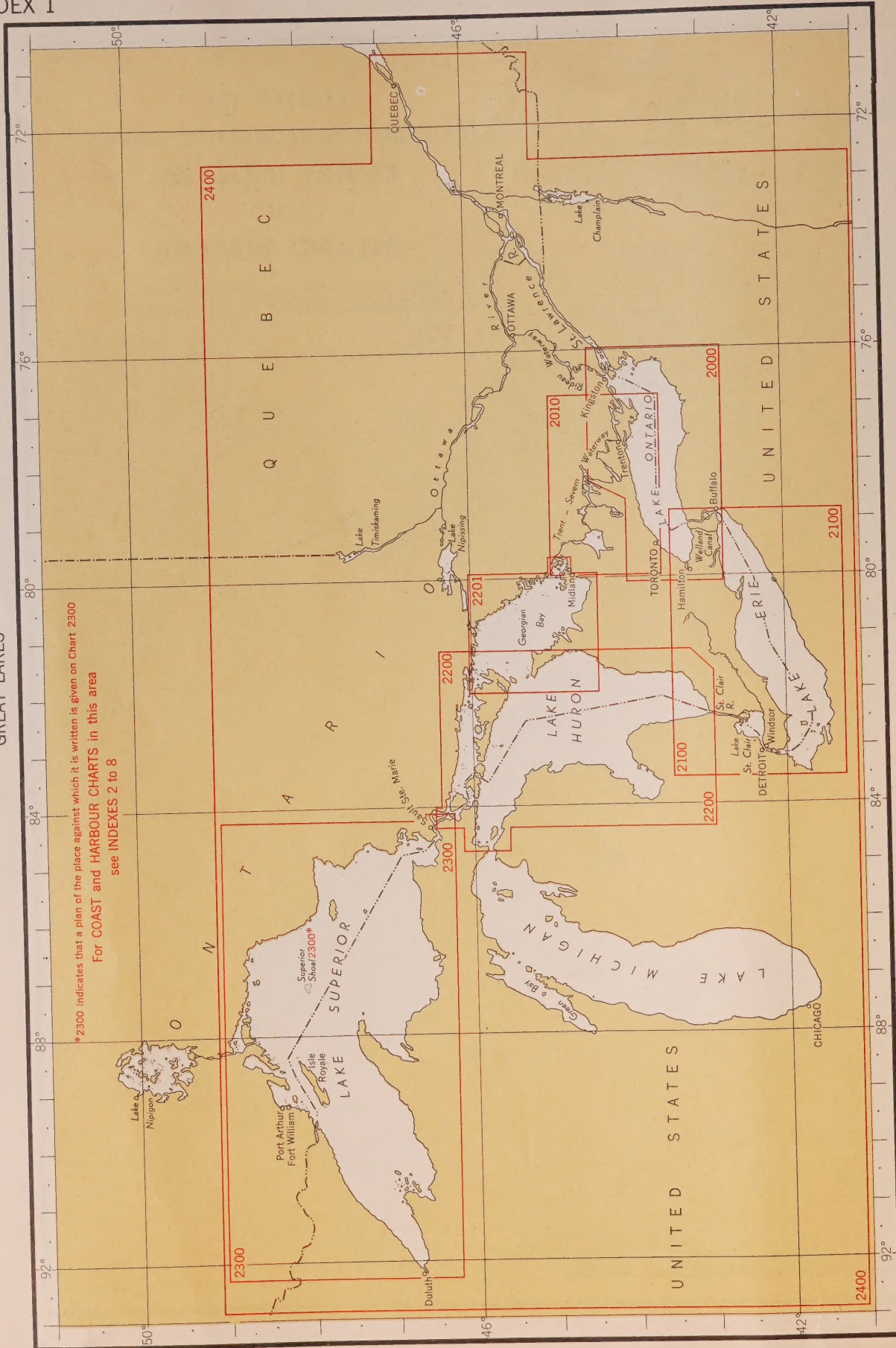
**LIMITS OF
CANADIAN HYDROGRAPHIC SERVICE
CHART INDEXES
OF
INLAND WATERS**

For complete chart indexes of Tidal Waters
the GENERAL CATALOGUE should be consulted



General Charts
GREAT LAKES

*2300 indicates that a plan of the place against which it is written is given on Chart 2300
For COAST and HARBOUR CHARTS in this area
see INDEXES 2 to 8



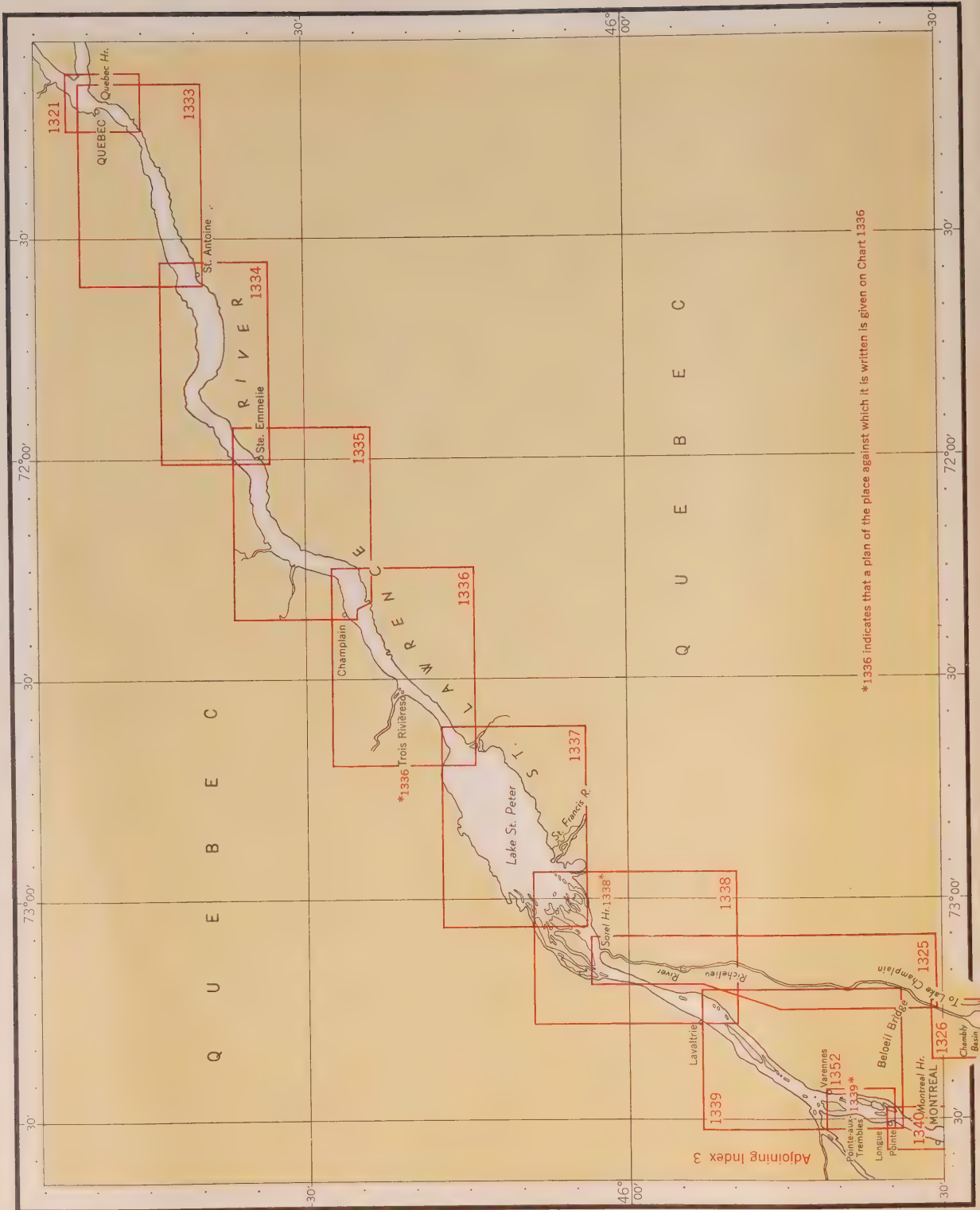
General Charts
GREAT LAKES

Chart No.	Title of Chart	Scale in Inches to 1 Nautical Mile	Natural Scale 1 :	Latest Edition
GENERAL CHARTS				
2000	Lake Ontario - The entire lake.....	0·18	400,000	Aug. 1951
2010	Trent-Severn Waterway, Bay of Quinte to Georgian Bay (Price 50 cents).....	0·29	253,400	Mar. 1950
2100	Lake Erie - The entire lake.....	0·18	400,000	Aug. 1952
2200	Lake Huron - The entire lake.....	0·18	400,000	Jan. 1953
2201	Georgian Bay - The entire bay.....	0·37	193,300	Mar. 1953
2300	Lake Superior - The entire lake.....	0·1	547,200	Sept. 1948
	Superior Shoal.....	1·2	60,000	
2400	General Chart of the Great Lakes including St. Lawrence River to Quebec.....	0·04	1,584,000	Nov. 1953
FOR COAST AND HARBOUR CHARTS See Indexes 2 to 8				

The price of all charts is 75 cents per copy unless otherwise stated; see page I.

Coast, Harbour and Special Charts

RICHELIEU RIVER



Coast, Harbour and Special Charts
ST. LAWRENCE RIVER (Quebec to Montreal)
RICHELIEU RIVER

Chart No.	Title of Chart	Scale in Inches to 1 Nautical Mile	Natural Scale 1 :	Latest Edition
COAST CHARTS				
1325	Richelieu River, River St. Lawrence to Beloeil Bridge.....	2·3	31,700	May 1951
1326	Richelieu River, Chambly Basin to Lake Champlain.....	2·3	31,700	May 1951
1333	Quebec to St. Antoine.....	2·0	36,000	Feb. 1944
1334	St. Antoine to Ste. Emmelie.....	2·0	36,000	Aug. 1949
1335	Ste. Emmelie to Champlain.....	2·0	36,000	Mar. 1949
1336	Champlain to Lake St. Peter.....	2·0	36,000	May 1951
	Trois Rivières.....	6·0	12,000	
1337	Lake St. Peter.....	2·0	36,000	Feb. 1953
1338	Head of Lake St. Peter to Lavaltrie.....	2·0	36,000	June 1952
	Sorel Harbour.....	6·0	12,000	
1339	Lavaltrie to Longue-Pointe.....	2·0	36,000	April 1951
	Pointe-aux-Trembles to Longue-Pointe.....	6·0	12,000	
HARBOUR CHARTS				
1321	Quebec Harbour.....	5·5	13,200	Feb. 1952
1340	Montreal Harbour.....	6·0	12,000	May 1952
1352	Varennes to Longue-Pointe.....	6·0	12,000	Feb. 1953
SPECIAL CHARTS				
1343	Currents in Montreal Harbour.....	6·0	12,000	Mar. 1942

The price of all charts is 75 cents per copy unless otherwise stated; see page I

Coast and Harbour Charts
ST. LAWRENCE RIVER. (Montreal to Kingston)
RICHELIEU RIVER, OTTAWA RIVER, RIDEAU WATERWAY



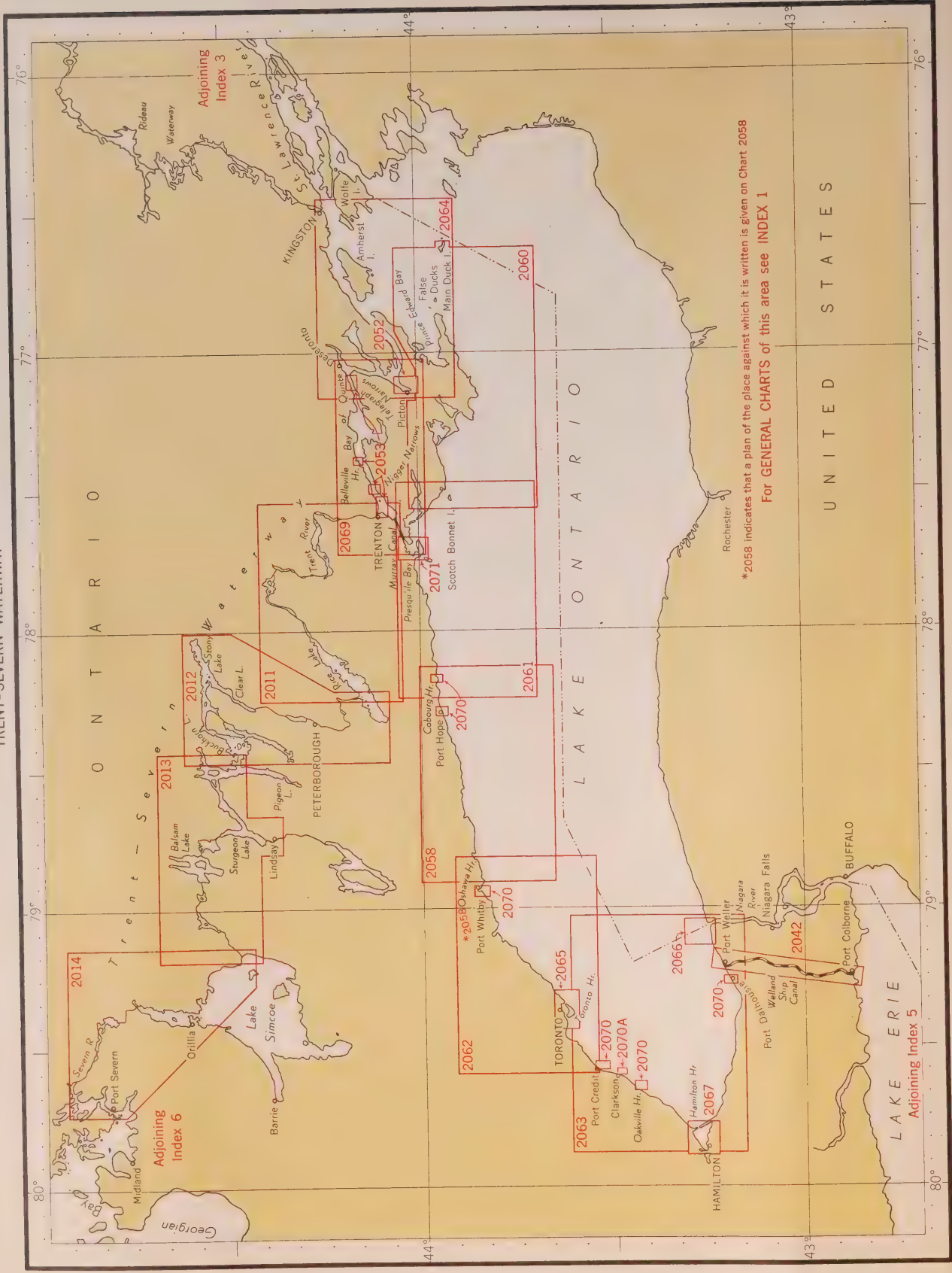
*1339 indicates that a plan of the place against which it is written is given on Chart 1339
For GENERAL CHARTS of this area see INDEX 1

Coast and Harbour Charts
ST. LAWRENCE RIVER (Montreal to Kingston)
RICHELIEU RIVER, OTTAWA RIVER, RIDEAU WATERWAY

Chart No.	Title of Chart	Scale in Inches to 1 Nautical Mile	Natural Scale 1 :	Latest Edition
COAST CHARTS				
1325	Richelieu River, River St. Lawrence to Beloeil Bridge.....	2:3	31,700	May 1951
1326	Richelieu River, Chambly Basin to Lake Champlain.....	2:3	31,700	May 1951
1339	Lavaltrie to Longue-Pointe.....	2:0	36,000	April 1951
	Pointe-aux-Trembles to Longue-Pointe.....	6:0	12,000	
1449	Lachine to Coteau Landing and Carillon.....	1:5	48,000	Mar. 1952
1450	Lake St. Louis.....	2:9	25,200	Aug. 1949
1451	Lake St. Francis, General Chart.....	1:5	48,000	July 1948
1452	Lake St. Francis, Coteau Landing to Lancaster Bar.....	2:4	30,000	Aug. 1948
1453	Lake St. Francis, Lancaster Bar to Cornwall.....	2:4	30,000	June 1953
1455	Cornwall to Weaver Point.....	2:4	30,000	Nov. 1952
1456	Weaver Point to Cardinal.....	2:4	30,000	Nov. 1952
1457	Galop Island to Rockport.....	2:2	33,300	May 1952
1458	Rockport to Howe Island.....	2:2	33,300	May 1951
1477	Howe Island to Kingston.....	2:24	32,500	July 1950
1541	Ottawa River, Carillon to Wendover.....	3:0	24,000	Mar. 1951
1542	Ottawa River, Wendover to Ottawa.....	3:0	24,000	Mar. 1951
1555	Ottawa River, Portage duFort to Bryson Dam and Lac Rocher Fendue.....	6:0	12,000	Jan. 1951
1561	Ottawa River, Rapides des Joachims to Moose Bay (Limits not shown on Index).....	3:0	24,000	May 1950
1562	Ottawa River, Moose Bay to Mattawa (Limits not shown on Index).....	3:0	24,000	May 1950
1575	Rideau Waterway, Kingston to Narrows Lock (Price 50 cents).....	2:0	36,000	April 1953
1576	Rideau Waterway, Narrows Lock to Ottawa (Price 50 cents).....	2:0	36,000	Mar. 1953
HARBOUR CHARTS				
1340	Montreal Harbour.....	6:0	12,000	May 1952
1352	Varennnes to Longue-Pointe.....	6:0	12,000	Feb. 1953
1443	Brockville Narrows.....	7:25	10,100	Dec. 1943
1444	Prescott, Lower Lakes Terminal.....	7:6	9,900	Jan. 1942
1454	Valleyfield Harbour.....	12:0	6,000	June 1948
1459	Kingston Harbour and Approaches.....	6:0	12,000	May 1950
GENERAL CHARTS See Index 1				

The price of all charts is 75 cents per copy unless otherwise stated; see page I

LAKE ONTARIO
TRENT-SEVERN WATERWAY



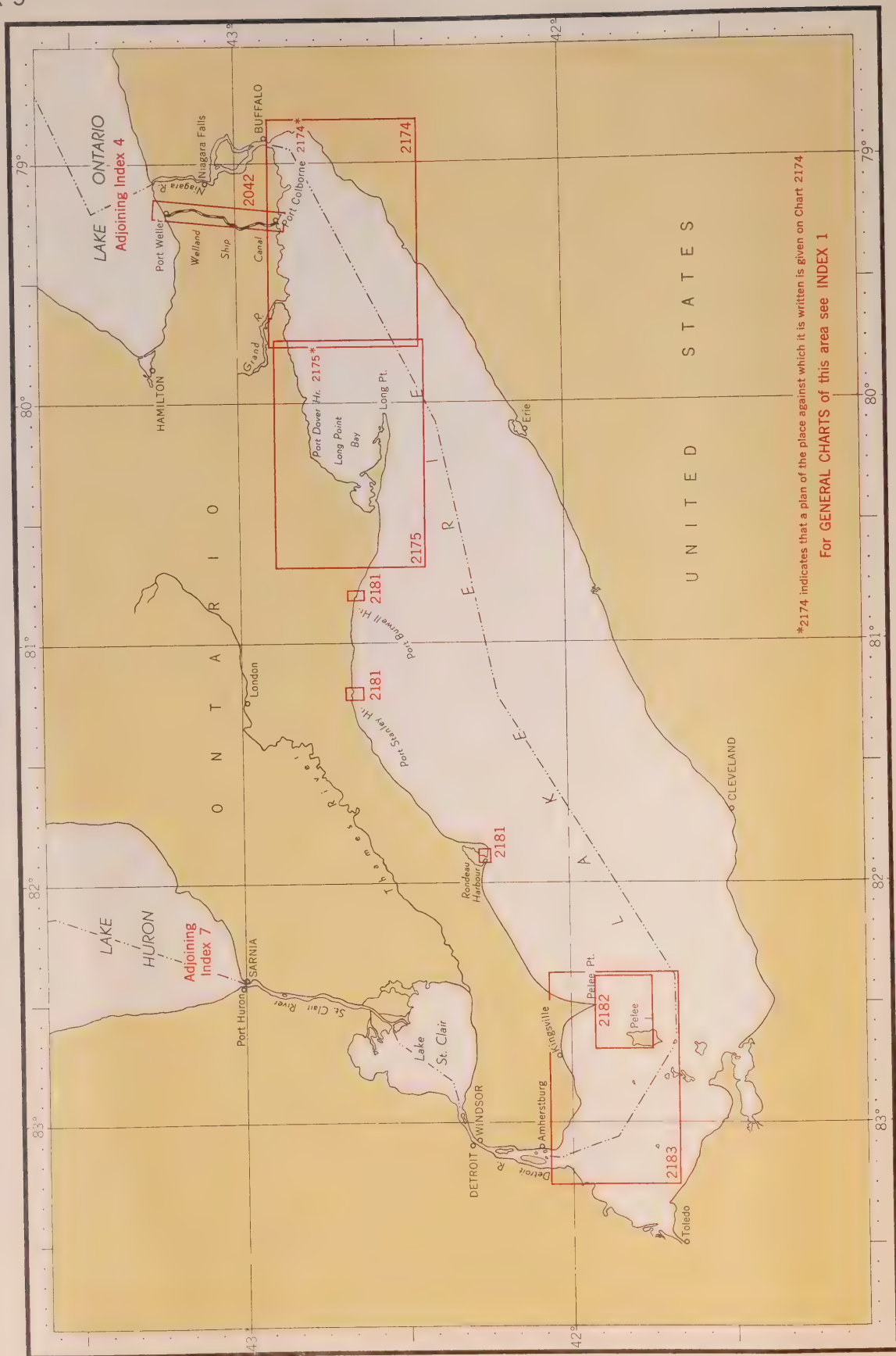
LAKE ONTARIO

TRENT-SEVERN WATERWAY

Chart No.	Title of Chart	Scale in Inches to 1 Nautical Mile	Natural Scale 1 :	Latest Edition
COAST CHARTS				
2011	Bay of Quinte to Rice Lake (Price 50 cents).....	2·0	36,000	Feb. 1950
2012	Rice Lake to Buckhorn Lake (Price 50 cents).....	2·0	36,000	Feb. 1950
2013	Buckhorn Lake to Lake Simcoe (Price 50 cents).....	2·0	36,000	Feb. 1950
2014	Lake Simcoe to Georgian Bay (Price 50 cents).....	2·0	36,000	Feb. 1950
2058	Cobourg to Oshawa.....	1·0	72,700	May 1949
	Oshawa Harbour.....	7·6	9,600	
2060	Main Duck Island to Scotch Bonnet Island.....	0·9	77,300	June 1952
2061	Scotch Bonnet Island to Cobourg.....	1·0	72,900	Aug. 1949
2062	Oshawa to Toronto.....	1·0	72,900	Feb. 1950
2063	Toronto to Niagara River.....	1·0	73,000	Mar. 1953
2064	Kingston to False Ducks.....	1·2	61,200	Feb. 1950
2069	Bay of Quinte.....	1·2	60,600	Oct. 1946
HARBOUR CHARTS				
2042	Welland Ship Canal, Port Weller to Port Colborne.....	6·0	12,000	Sept. 1950
2052	Pictou Bay.....	10·0	7,500	1954
2053	Plans in Bay of Quinte.....			April 1950
	Trenton and Approaches.....	6·0	12,000	
	Nigger Narrows.....	6·0	12,000	
	Telegraph Narrows.....	6·0	12,000	
	Belleville Harbour.....	24·0	3,000	
2065	Toronto Harbour.....	6·0	12,000	April 1953
2066	Approaches to Niagara River.....	6·0	12,100	June 1946
2067	Hamilton Harbour.....	4·0	18,000	Aug. 1952
2070	Harbours in Lake Ontario.....			June 1950
	Cobourg Harbour.....	11·1	6,700	
	Port Hope.....	11·0	6,700	
	Port Whitby.....	13·7	5,300	
	Port Credit.....	13·7	5,300	
	Oakville Harbour.....	13·7	5,300	
	Port Dalhousie.....	7·0	10,600	
	Clarkson 2070A.....	12·0	6,000	
2071	Presqu'île Bay.....	4·0	18,200	Feb. 1950
GENERAL CHARTS				
See Index 1				

The price of all charts is 75 cents per copy unless otherwise stated; see page I

LAKE ERIE



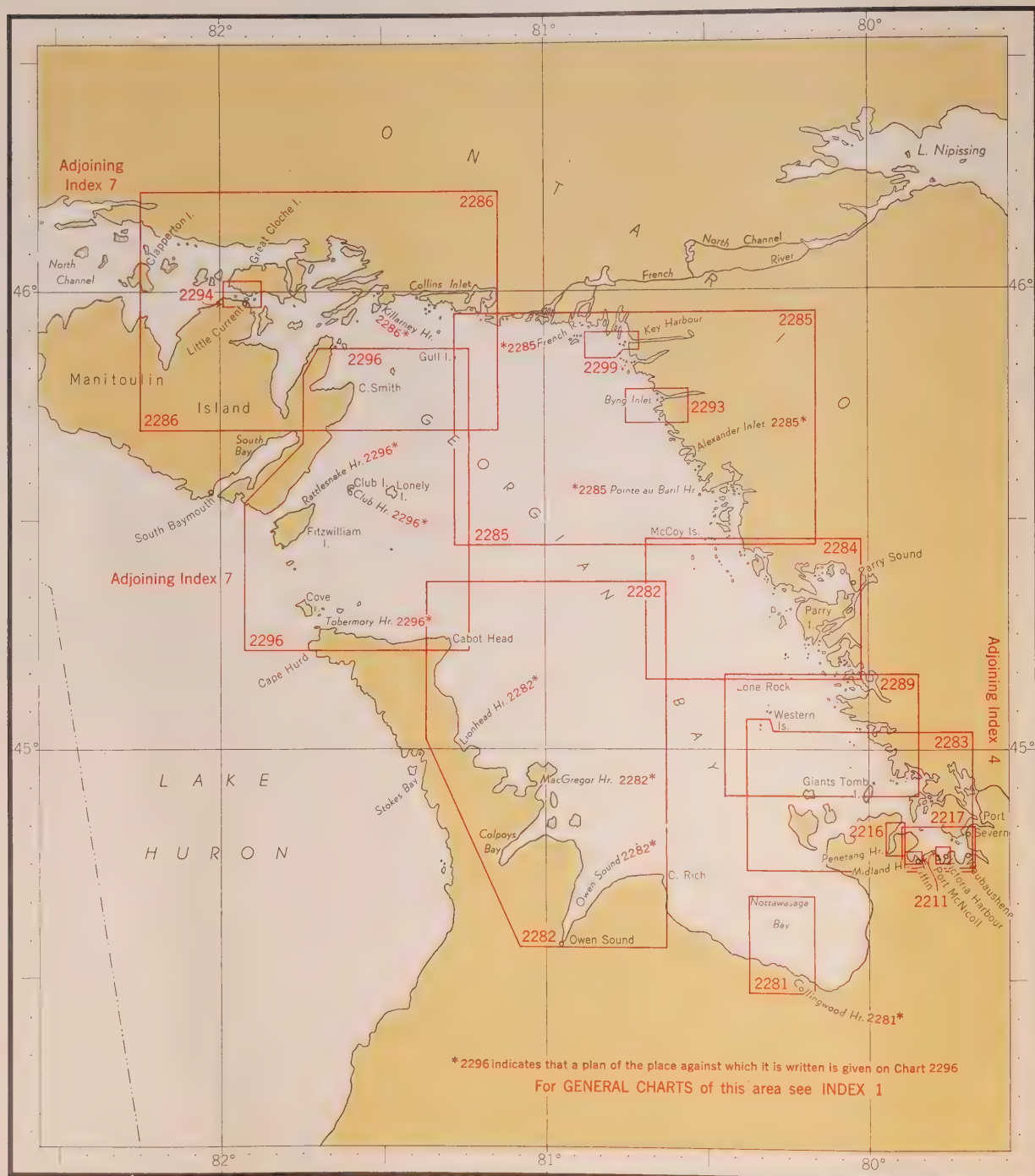
Coast and Harbour Charts - Great Lakes

LAKE ERIE

Chart No.	Title of Chart	Scale in Inches to 1 Nautical Mile	Natural Scale 1 :	Latest Edition
COAST CHARTS				
2174	Lake Erie, Eastern portion.....	0·9	80,900	April 1952
	Port Colborne	6·0	12,000	
2175	Long Point Bay and Approaches.....	0·9	80,800	June 1942
	Port Dover Harbour.....	15·0	4,800	
2182	Pelee Passage	1·8	40,000	April 1952
2183	Pelee Passage to Detroit River.....	1·0	75,000	Oct. 1953
HARBOUR CHARTS				
2042	Welland Ship Canal, Port Weller to Port Colborne.....	6·0	12,000	Sept. 1950
2181	Plans of Harbours.....			July 1946
	Port Burwell Harbour.....	15·0	4,800	
	Port Stanley Harbour.....	15·0	4,800	
	Entrance to Rondeau Harbour.....	15·0	4,800	
GENERAL CHARTS See Index 1				

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GEORGIAN BAY



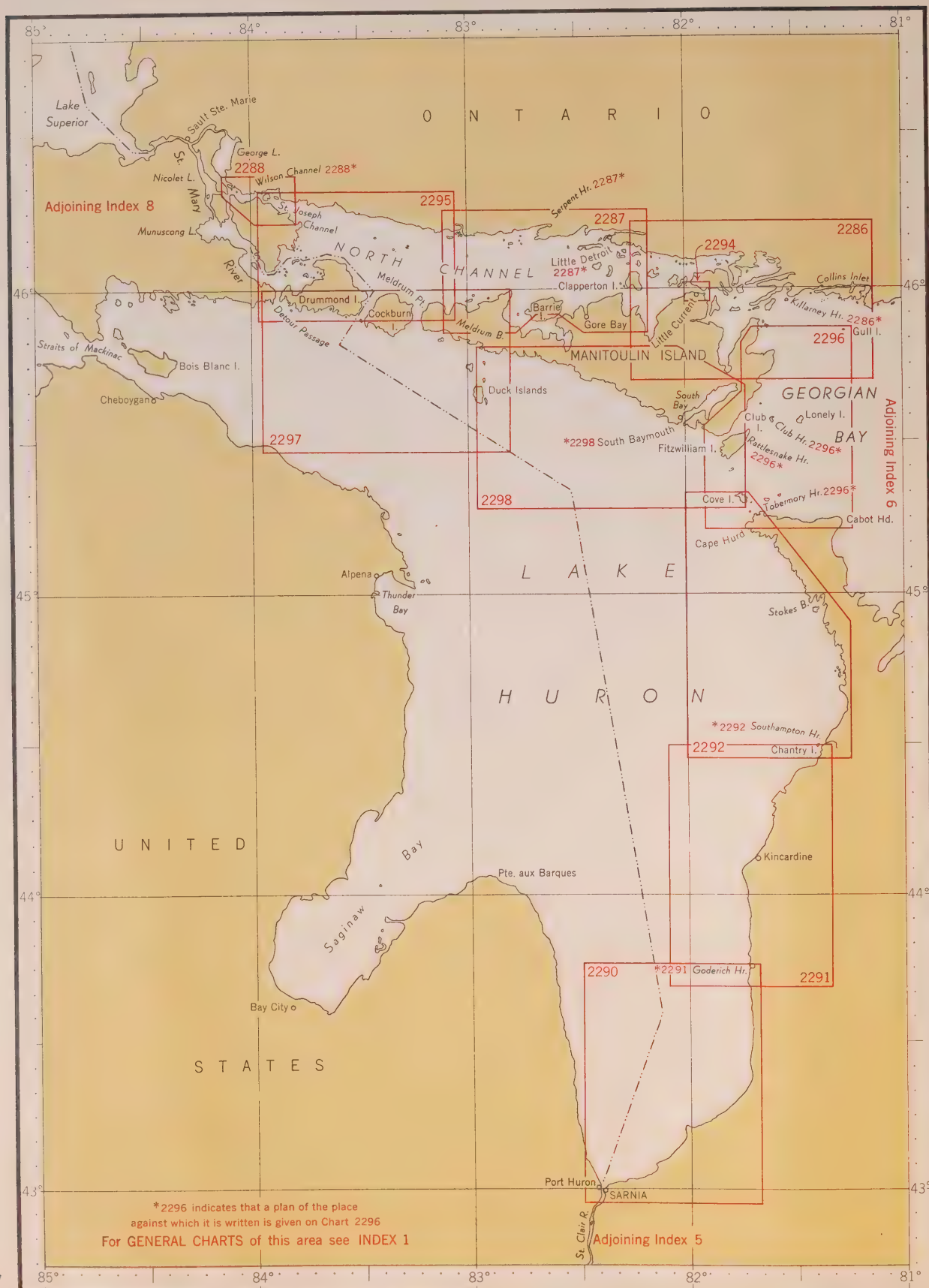
Coast and Harbour Charts - Great Lakes

GEORGIAN BAY

Chart No.	Title of Chart	Scale in Inches to 1 Nautical Mile	Natural Scale 1 :	Latest Edition
COAST CHARTS				
2281	Collingwood and Approaches..... Collingwood Harbour.....	2·0 6·0	36,500 12,200	June 1941
2282	Cape Rich to Cabot Head..... Lionhead Harbour..... MacGregor Harbour..... Owen Sound.....	0·8 5·7 6·2 3·0	91,900 12,800 11,800 24,400	May 1943
2283	Waubashene to Western Islands.....	1·5	48,900	Feb. 1954
2284	Parry Sound and Approaches.....	1·5	49,100	Mar. 1951
2285	McCoy Islands to Collins Inlet..... Pointe au Baril Harbour..... Alexander Inlet..... French River.....	0·8 5·2 7·1 3·0	91,200 14,000 10,300 24,300	May 1947
2286	Georgian Bay to Clapperton Island..... Killarney Harbour.....	0·8 3·0	90,400 24,300	April 1953
2289	Giants Tomb Island to Lone Rock.....	1·5	48,900	Sept. 1948
2296	Cape Hurd to Gull Island..... Tobermory Harbour..... Club Harbour..... Rattlesnake Harbour.....	0·8 6·0 6·0 4·1	91,300 12,000 12,000 18,000	April 1949
HARBOUR CHARTS				
2211	Plans of Harbours, Georgian Bay..... Midland Harbour..... Tiffin..... Port McNicoll and Victoria Harbour.....	 12·0 12·0 6·0	 6,000 6,000 12,000	Aug. 1953
2216	Penetanguishene Harbour.....	4·0	18,300	Sept. 1944
2217	Port Severn to Present Island.....	4·0	18,000	April 1952
2293	Byng Inlet and Approaches.....	6·0	12,200	Feb. 1952
2294	Little Current.....	6·0	12,000	Mar. 1950
2299	Key Harbour and Approaches.....	6·0	12,800	Jan. 1952
GENERAL CHARTS See Index 1				

The price of all charts is 75 cents per copy unless otherwise stated; see page I.

Coast and Harbour Charts - Great Lakes
LAKE HURON AND NORTH CHANNEL



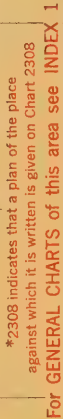
* 2296 indicates that a plan of the place
against which it is written is given on Chart 2296
For GENERAL CHARTS of this area see INDEX 1

Coast and Harbour Charts - Great Lakes
LAKE HURON AND NORTH CHANNEL

Chart No.	Title of Chart	Scale in Inches to 1 Nautical Mile	Natural Scale 1 :	Latest Edition
COAST CHARTS				
2286	Georgian Bay to Clapperton Island.....	0·8	90,400	April 1953
	Killarney Harbour.....	3·0	24,300	
2287	Clapperton Island to Meldrum Bay.....	1·0	75,600	Feb. 1953
	Serpent Harbour.....	2·0	37,000	
	Little Detroit.....	7·7	9,500	
2288	St Joseph Channel.....	2·0	36,400	May 1951
	Wilson Channel.....	6·0	12,200	
2290	St. Clair River to Goderich.....	0·8	94,500	Feb. 1950
2291	Goderich to Chantry Island.....	0·8	93,300	Nov. 1948
	Goderich Harbour.....	10·0	7,200	
2292	Chantry Island to Cove Island.....	0·8	93,300	Jan. 1942
	Southampton Harbour.....	3·0	24,700	
2295	Meldrum Point to St. Joseph Island.....	1·0	72,900	Dec. 1950
2296	Cape Hurd to Gull Island.....	0·8	91,300	April 1949
	Tobermory Harbour.....	6·0	12,000	
	Club Harbour.....	6·0	12,000	
	Rattlesnake Harbour.....	4·1	17,900	
2297	Duck Islands to Detour Passage.....	0·8	91,100	June 1949
2298	Cove Island to Duck Islands.....	0·8	91,200	May 1939
	South Baymouth.....	6·0	12,200	
HARBOUR CHARTS				
2294	Little Current.....	6·0	12,000	Mar. 1950
GENERAL CHARTS See Index 1				

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Coast and Harbour Charts - Great Lakes



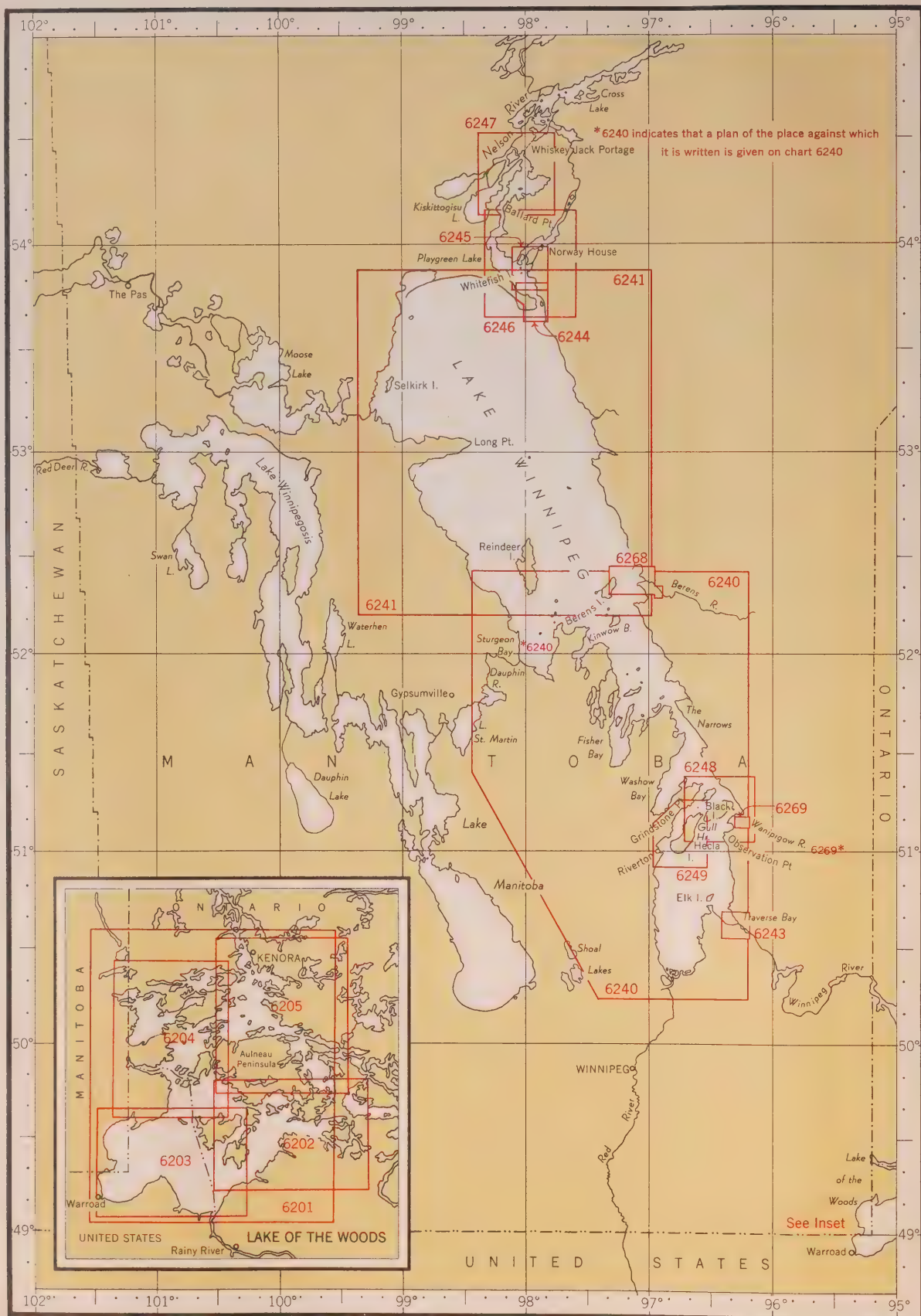
LAKE SUPERIOR

LAKE NIPIGON

Chart No.	Title of Chart	Scale in Inches to 1 Nautical Mile	Natural Scale 1 :	Latest Edition
COAST CHARTS				
2301	Passage Island to Thunder Bay.....	1·0	74,500	Sept. 1949
2302	St. Ignace Island to Passage Island.....	1·0	73,000	Mar. 1945
2303	Jackfish Bay to St. Ignace Island.....	1·0	73,000	June 1944
2304	Oiseau Bay to Jackfish Bay.....	1·0	73,000	Oct. 1948
2307	Coppermine Point to Capé Gargantua.....	1·0	74,500	July 1945
2308	Michipicoten Island to Oiseau Bay.....	0·81	90,000	July 1946
	Quebec Harbour.....	6·0	12,000	
2309	Cape Gargantua to Otter Head.....	0·76	96,000	Aug. 1946
2310	Caribou Island to Michipicoten Island.....	0·75	97,300	June 1946
2311	Thunder Cape to Pigeon River.....	1·0	76,700	June 1947
2312	Nipigon Bay.....	1·2	60,800	May 1945
2313	Black Bay.....	1·0	73,000	Feb. 1930
6049	Humboldt Bay.....	2·0	36,000	Mar. 1940
HARBOUR CHARTS				
2305	Plans of Harbours.....			May 1943
	Gargantua Harbour.....	7·5	9,700	
	Michipicoten Harbour.....	7·6	9,600	
	Jackfish Bay.....	6·0	12,200	
2306	Peninsula Harbour and Port Munro.....	6·0	12,200	Dec. 1947
2314	Fort William and Port Arthur.....	4·0	18,200	Jan. 1952
2318	Heron Bay.....	6·0	12,200	July 1948
6050	Plans in Lake Nipigon.....			Mar. 1940
	Virgin Islands.....	4·0	18,000	
	Ombabika Bay.....	2·0	36,000	
GENERAL CHARTS				
See Index 1				

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LAKE OF THE WOODS AND LAKE WINNIPEG

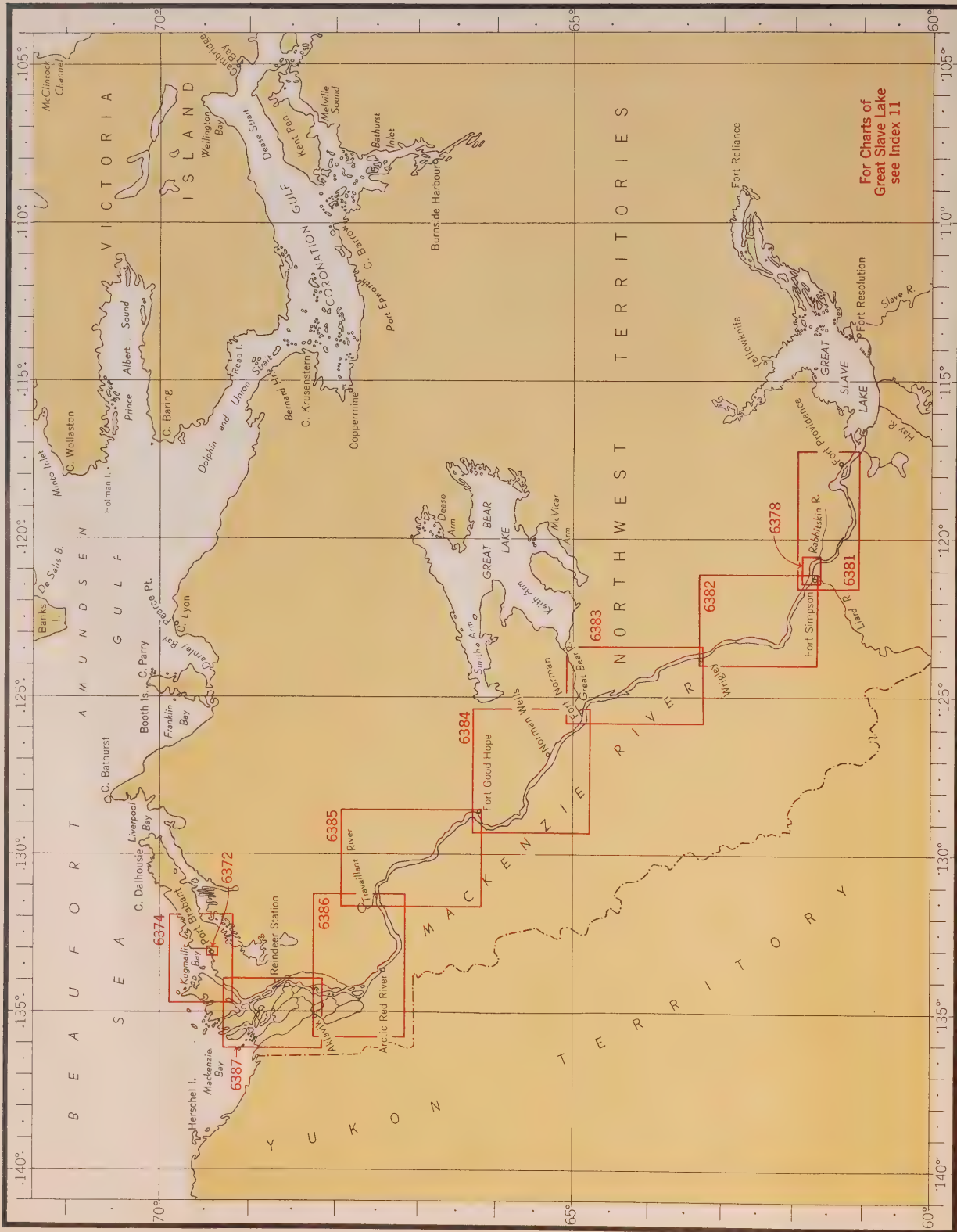


General, Coast and Harbour Charts
LAKE OF THE WOODS AND LAKE WINNIPEG

Chart No.	Title of Chart	Scale in Inches to 1 Nautical Mile	Natural Scale 1 :	Latest Edition
GENERAL CHARTS				
6201	Lake of the Woods - The entire Lake (Price 50 cents).....	0·5	150,000	1954
6240	Red River to Berens River.....	0·3	256,000	Oct. 1946
	Channel into Dauphin River.....	0·5	131,200	
6241	Berens River to Nelson River.....	0·3	255,700	Aug. 1948
COAST CHARTS				
6202	Lake of the Woods S.E. Portion (Price 50 cents).....	1·15	63,360	April 1953
6203	Lake of the Woods S.W. Portion (Price 50 cents).....	1·15	63,360	April 1953
6204	Lake of the Woods N.W. Portion (Price 50 cents)	1·15	63,360	April 1953
6205	Lake of the Woods N.E. Portion (Price 50 cents).....	1·15	63,360	April 1953
	Approaches to Kenora.....	3·45	21,120	
6246	Nelson River, Playgreen Lake (Lake Winnipeg to Ballard Point).....	1·0	73,000	Oct. 1932
6247	Nelson River, Playgreen Lake (Ballard Point to Whiskey Jack Portage).....	1·0	73,000	June 1932
6248	Observation Point to Grindstone Point.....	1·5	48,000	May 1934
6249	Gull Harbour to Riverton.....	1·5	48,000	Jan. 1953
HARBOUR CHARTS				
6243	Winnipeg River and Approaches.....	3·8	19,200	April 1927
6244	Lake Winnipeg to Whitefish Island.....	3·0	24,000	Mar. 1930
6245	Nelson River, Playgreen Lake (Whitefish Island to Norway House).....	3·0	24,000	June 1932
6268	Berens River and Approaches.....	3·0	24,000	May 1935
6269	Wanipigow River (Price 50 cents).....	6·0	12,100	April 1949
	Entrance to Wanipigow River.....	15·0	4,800	

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Coast and Harbour Charts - Northwest Territories
MACKENZIE RIVER



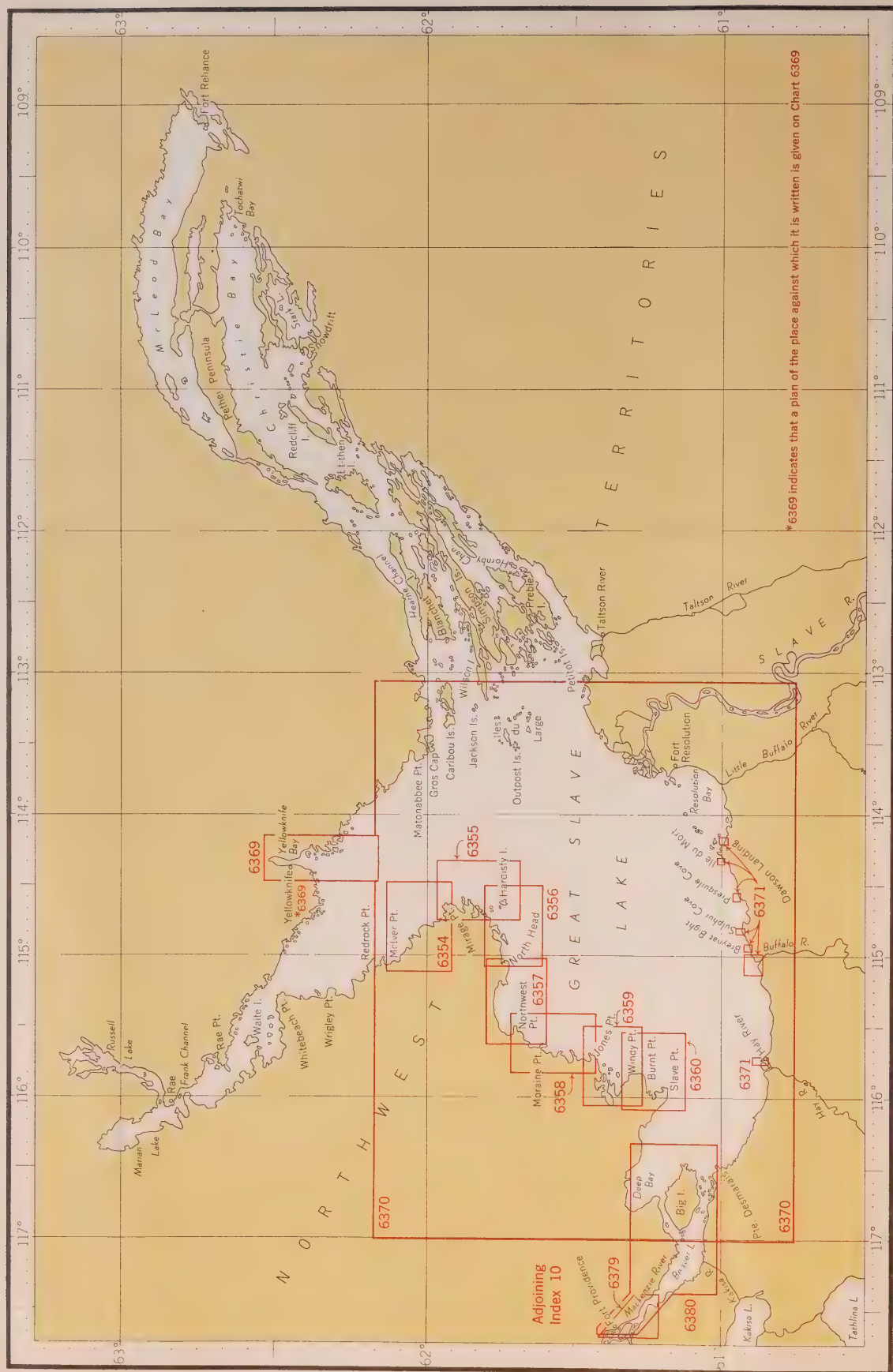
Coast and Harbour Charts - Northwest Territories

MACKENZIE RIVER

Chart No.	Title of Chart	Scale in Inches to 1 Nautical Mile	Natural Scale 1 :	Latest Edition
COAST CHARTS				
6374	Approaches to Port Brabant.....	0·5	144,100	May 1950
6380	Pointe Desmarais to Fort Providence (Limits shown on Index 11).....	1·2	63,400	July 1947
6381	Fort Providence to Fort Simpson.....	0·6	126,700	April 1946
6382	Fort Simpson to Wrigley.....	0·6	126,700	Jan. 1949
6383	Wrigley to Fort Norman.....	0·6	126,700	Mar. 1951
6384	Fort Norman to Fort Good Hope.....	0·6	126,700	Mar. 1951
6385	Fort Good Hope to Travaillant River.....	0·6	126,700	Mar. 1951
6386	Travaillant River to Aklavik.....	0·6	126,700	Mar. 1951
6387	Mackenzie River Delta.....	0·6	126,700	Feb. 1952
HARBOUR CHARTS				
6372	Port Brabant (Tuktoyaktuk Harbour)	12·0	6,100	Mar. 1949
6378	Rabbitskin River to Fort Simpson.....	4·6	15,800	May 1946
6379	Beaver Lake to Fort Providence (Limits shown on Index 11).....	4·6	15,800	April 1947

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GREAT SLAVE LAKE



General, Coast and Harbour Charts - Northwest Territories

GREAT SLAVE LAKE

Chart No.	Title of Chart	Scale in Inches to 1 Nautical Mile	Natural Scale 1 :	Latest Edition
GENERAL CHART				
6370	Great Slave Lake, Slave River to Mackenzie River.....	0·33	220,000	April 1952
COAST CHARTS				
6354	McIver Point to Mirage Point.....	2·3	31,700	Nov. 1950
6355	Mirage Point to Hardisty Island.....	2·3	31,700	Mar. 1950
6356	Hardisty Island to North Head.....	2·3	31,700	Oct. 1949
6357	North Head to Moraine Point.....	2·3	31,700	Feb. 1950
6358	Northwest Point to Jones Point.....	2·3	31,700	May 1949
6359	Jones Point to Burnt Point.....	2·3	31,700	June 1948
6360	Windy Point to Slave Point.....	2·3	31,700	April 1948
6369	Yellowknife Bay.....	2·3	31,700	April 1945
	Yellowknife	12·0	6,000	
6380	Pointe Desmarais to Fort Providence.....	1·2	63,400	July 1947
HARBOUR CHARTS				
6371	Harbours, South Shore Great Slave Lake.....			Sept. 1953
	Hay River.....	12·0	6,000	
	Buffalo River.....	12·0	6,000	
	Breynat Bight.....	10·0	7,200	
	Sulphur Cove.....	10·0	7,200	
	Presqu'île Cove.....	10·0	7,200	
	Ile du Mort.....	10·0	7,200	
	Dawson Bay.....	10·0	7,200	
6379	Beaver Lake to Fort Providence.....	4·6	15,800	April 1947

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SAILING DIRECTIONS, LIGHT LISTS, ETC.

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GREAT LAKES PILOT (Volume II).....	Comprising Lake Huron and Georgian Bay, including a brief general description of the United States shore of the Lake; 7th. edition 1951.....	2.00
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Many voyages of these vessels are of short duration and as a matter of convenience the following procedure has been adopted by the Department in connection with the operation of these vessels on the Great Lakes covering vessels under ten registered tons only.	
Coastwise Voyages. Prior to leaving a home port for a point beyond the jurisdiction of this port the master of a pleasure craft under ten tons is required to present himself at customs with his report outwards on the proper form indicating thereon the ports and places at which it is proposed to call. On return to his home port the master of the craft shall report inwards indicating the places at which calls have been made. By this means a report at the intervening ports or places will not be necessary.	
Foreign Voyages. All vessels departing for foreign ports must report outward on Form A7 and obtain clearance on Form C8. On return to the home port report inwards on Form A6 must be made.	
Pleasure craft of ten registered tons and over must comply strictly with the provisions of the law and regulations governing commercial vessels.	
Vessels for Pleasure Purposes — Foreign. The Department allows the temporary importation of vessels brought into Canada by non-residents for purposes of health or pleasure only. Such vessels are required to report inwards on arrival at the first Canadian port of entry and to report outwards and receive clearance at the port of departure. The master of the pleasure vessel should make application for a Form C13 amended, which will authorize the operation of the vessel in Canadian waters for a temporary period. Reports at intermediate ports of call are also required but these may be of a verbal nature and do not require documentation.	
When the master of the vessel is about to leave Canadian waters for abroad, he should call at the nearest Customs House for the purpose of surrendering his Form C13 amended permit and, at the same time, report outwards and obtain clearance papers.	

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1335	2	1561	3	2100	1	2295	7	6202	9	6372	10
1336	2	1562	3	2174	5	2296	6-7	6203	9	6374	10
1337	2	1575	3	2175	5	2297	7	6204	9	6378	10
1338	2	1576	3	2181	5	2298	7	6205	9	6379	10-11
1339	2-3	2000	1	2182	5	2299	6	6240	9	6380	10-11
1340	2-3	2010	1	2183	5	2300	1	6241	9	6381	10
1343	2	2011	4	2200	1	2301	8	6243	9	6382	10
1352	2-3	2012	4	2201	1	2302	8	6244	9	6383	10
1443	3	2013	4	2211	6	2303	8	6245	9	6384	10
1444	3	2014	4	2216	6	2304	8	6246	9	6385	10
1449	3	2042	4-5	2217	6	2305	8	6247	9	6386	10
1450	3	2052	4	2281	6	2306	8	6248	9	6387	10
1451	3	2053	4	2282	6	2307	8	6249	9		
1452	3	2058	4	2283	6	2308	8	6268	9		
1453	3	2060	4	2284	6	2309	8	6269	9		
1454	3	2061	4	2285	6	2310	8	6354	11		
1455	3	2062	4	2286	6-7	2311	8	6355	11		
1456	3	2063	4	2287	7	2312	8	6356	11		
1457	3	2064	4	2288	7	2313	8	6357	11		
1458	3	2065	4	2289	6	2314	8	6358	11		

